

UNITED STATES OF AMERICA
 NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of:

M/V MASSACHUSETTS FIRE
 JUNE 12, 2006

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 * Docket No.: DCA-06-MF-016
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Interview of: CAPTAIN STEVEN BODIE

Boston, MA

Thursday,
 June 29, 2006

The above-captioned matter convened, pursuant to
 notice, at 10 a.m.

BEFORE: BRIAN CURTIS
 Investigator-In-Charge

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P R O C E E D I N G S

(10:00 a.m.)

MR. CURTIS: Good morning. It's June 29, 2006, at 10 o'clock, and we're here to do a reinterview of Captain Steve Bodie from the *Massachusetts* fire that occurred on June 12. And before we get started, I'd just like to go around. This is being done telephonically between D.C. and a Boston Coast Guard facility. So we'll go around the room.

I'm Brian Curtis of the NTSB.

MR. LaRUE: Liam LaRue, NTSB.

MR. PELLAGIO: Joseph Pellagio (ph.), NTSB.

MR. WOODY: Bill Woody, NTSB.

MR. COLICHI: Ray Colichi, Coast Guard.

MR. SPENCE: Jay Spence, Mass. Bay Lines.

CAPT. BODIE: Steve Bodie, Captain of the *Massachusetts* that day.

MR. CURTIS: Okay, Steve, we'll get started. If you want to take a break, just yell. We shouldn't take too much time here. And as we ask questions, we'll just identify ourselves. This is Brian Curtis, NTSB.

INTERVIEW OF CAPT. STEVEN BRODIE

BY MR. CURTIS:

Q. Back to the day of the accident, Steve, we're trying to get a feel of what happened from -- after you finished the harbor cruises, the times and the activities between -- when

1 you finished the harbor cruises you mentioned up until the time
2 you left on the 16:00 commuter trip, if you could just take us
3 through that with the times and the activities and if you did
4 any sea trials or anything in there.

5 A. All right, after we completed the second harbor tour,
6 we went directly to Charlestown to rendezvous with Barry, the
7 representative from Steve's shop. I think we got over there
8 approximately 12:45 and Barry came aboard shortly after to
9 start the engine work. We had asked Barry to look at three
10 things: to look at abnormal smoke from the valve cover
11 breathers on the starboard outboard engine, a high idle rpm on
12 the port inboard engine, and some reports over the weekend of
13 unsteady hertz on the port generator and possibly sparks
14 from -- sparks coming -- sparks seen at the generator end of
15 the generator.

16 Barry went right to work looking at the starboard
17 outboard engine first, and he determined that he thought we
18 might have had some blown head gaskets on that engine. And we
19 decided to go no further on that engine that day. Then he
20 looked at the port inboard engine and -- where he discovered a
21 stuck injector, an injector stuck in the open position, which
22 he then changed. After he changed the injector, he ran the
23 engine for approximately 10 or 15 minutes. Then we shut it
24 down.

25 About that time -- about that time Steve Gagnon came

1 aboard and he and Barry and myself looked at the port
2 generator. We took the rear housing off the generator end of
3 the generator and started it and put it on line and put a load
4 under it, and we could observe nothing wrong with the
5 generator. However, we continued to use the starboard
6 generator that day, that day, and we didn't use the port
7 generator anyway.

8 We left Charlestown approximately 3:30, then arrived
9 approximately quarter of 4:00, quarter of 4:00, 10 of 4:00,
10 over at Rows Wharf. And we got away on schedule at 4:00, 4:00
11 p.m., prior to the accident.

12 Q. Okay. When he did the repairs on the port inboard,
13 you say he ran it for 10 or 15 minutes. Did he leave the valve
14 covers on or off or did he look underneath them? How did he
15 test run it, just ran it?

16 A. Yes. As far as I know, he just ran it. I believe
17 the valve covers were on.

18 Q. Okay, so he was up with you while he ran it?

19 A. No, he was down in the engine room.

20 Q. Oh, okay.

21 A. You know, whenever he does any engine work he always
22 stays down in the engine room for a while while he's running
23 it.

24 Q. Okay. So he was down there by himself doing the
25 repairs and whatnot and you weren't -- were you down there with

1 him while he did the repairs?

2 A. Just briefly, just briefly in each case.

3 Q. Okay. As far as time, was there a sense that we're
4 getting close to we've got to leave. We have to finish this
5 up? Or, did he have -- you know, was it done within his -- was
6 it comfortable time-wise doing the repairs?

7 A. I felt it was a comfortable timeline. I think he
8 must have finished with the port inboard engine somewhere
9 between 2:30 and 3:00, and he noted 3:30 was our no later than
10 departure time. So we had plenty of time to look at that
11 generator unhurriedly. So I don't think time was a factor.

12 Q. Okay, I'm just trying to get an idea of the run time
13 of that port inboard from the time you finished the repairs
14 until you got, say, over to the 16:00 -- how much run time
15 between when you finished the repairs and actually encountered
16 the problem off of Spectacle Island?

17 A. Well, you know, I don't think we used the engine on
18 the trip from Charlestown to Rowes Wharf. I think we just
19 steamed over there on our outboard engines, as we typically do
20 when traveling short distances. So the run time on that engine
21 really is only about 20 minutes from the time we left Rowes
22 Wharf until the time that the fire was discovered, shortly
23 after coming onto the Long Island Bridge.

24 Q. Okay, and you say -- on your commuter trips do you
25 use four engines? Or when do you use two and when do you use

1 four?

2 A. On our commuter trips we always use four engines.
3 But like I say, occasionally if we're just making short trips
4 to the fuel dock we sometimes just use our outboard engines.

5 Q. Okay. I'm going to jump around with these questions
6 Steve -- Captain. I've basically just them in a list here.
7 Going to the -- as far as the alcohol and drug testing, I
8 understand you weren't alcohol tested. If you could just --
9 once you got -- explain to me, I guess, how the drug testing
10 was done, the tox testing.

11 A. Okay. After we got off the Coast Guard vessel that
12 evening, approximately 10:00 that evening, Mr. Spence met us at
13 the dock in Hingham and drove us into what used to be Boston
14 City Hospital. It's now -- well, it used to be Boston City
15 Hospital. I forget its current name. But it's the designated
16 place to get a drug test at night, at night when your regular
17 facility is closed. But we went there and they wouldn't even
18 consider giving us drug tests there. They were in a triage
19 situation. They had so many people in the emergency room.

20 So we just couldn't get it done that night. And our
21 regular testing facility we couldn't get in touch with. So we
22 called the duty officer at the Coast Guard base and we agreed
23 that we would come into town the first thing in the morning and
24 get our drug tests at our regular testing facility, which we
25 did at approximately 9:00 the next morning.

1 Q. Okay. And is it correct, you were not tested for
2 alcohol? That's correct?

3 A. I don't believe so. I don't believe so. I think
4 they were just testing for drugs.

5 Q. Right, okay. Bear with me here. So the vessel,
6 then, would typically spend its nights in Hingham. Is that
7 correct?

8 A. Yes. That's correct.

9 Q. Okay. The day of the accident -- this is just a
10 question we always ask -- any other equipment or vessel control
11 problems, radar, any other problems you had with equipment?

12 A. No, everything was -- everything on the boat was
13 operational, to my knowledge.

14 Q. Just a little bit off the course here. Any other --
15 how many different routes do you run? Is that just the
16 Boston -- the company, do they have different -- various
17 routes?

18 A. Well, in addition to the commuter boat routes we run,
19 the boat is also used for whale watching, which really hadn't
20 started up for the season, where we go out to Stellwagen Bank.
21 Our other boats, and the *Massachusetts* sometimes, too, are
22 involved in harbor tours, where we make a fairly predictable
23 loop around the harbor.

24 Q. Okay. Just back quickly to the engine. You say you
25 think he ran it with the valve cover on. Any idea if he did it

1 or not or just -- that's just a supposition? Did he say he ran
2 it with or without the valve cover?

3 A. He didn't say. I heard it startup, you know, when he
4 completed changing the injector. And I know it ran for awhile.
5 And about 15 minutes later he appeared and told me which
6 injector he had replaced and that it had solved the idle
7 problem.

8 Q. And which one did he say he changed out?

9 A. It was on the right-hand side of the engine. I
10 forget the number.

11 Q. Okay. When you left the dock, you said you went down
12 to bleed the AC system. Now do you do that in the engine room
13 or outside, on the main deck space, or where do you bleed that
14 from?

15 A. We bleed the lower deck air conditioning system from
16 the engine room, forward on the starboard side.

17 Q. So you were down in the space. Did you notice
18 anything irregular at that time down there?

19 A. I observed nothing irregular when I went down to
20 bleed the AC.

21 Q. Okay. Regarding before -- like when you get to work
22 in the morning, before you leave, what type of -- do you do
23 like a pre-vessel inspection, or what do you do for preparation
24 to get underway for the day?

25 A. When we first arrive to the boat we do a typical

1 security sweep, where we just look through the vessel, look
2 through the vessel. And then we prepare the engine room for
3 the day, which includes basically checking all fluids, checking
4 all fluids and starting the generator and switching over to
5 generator power.

6 Q. And that's done primarily by you, the mate or the
7 deckhand? Who does this work?

8 A. Primarily by the captain or the second captain
9 onboard.

10 Q. Okay. During the day what's the frequency -- when
11 would you make, say, engine and vessel rounds during the day as
12 you're doing your work?

13 A. Well, we would make engine room inspections typically
14 about halfway through each commuter trip. As far as the
15 passenger areas, the crew is always in contact with the
16 passenger areas, both on the upper and lower deck.

17 Q. Okay. So who -- when was the last entry into the
18 engine room before the fire was detected?

19 A. I believe the last -- the last personnel entry in the
20 engine room was my own to bleed the air conditioning.

21 Q. Okay. You were running all four engines at that
22 time, correct?

23 A. Yes, we were.

24 Q. And the fuel, you take on -- just roughly, what do
25 you burn a day and when do you take on fuel?

1 A. Typically we burn about 300 gallons of fuel a day,
2 based on six -- three roundtrips or six one-way commuter trips.
3 And we typically get fuel every other day, about approximately
4 600 gallons.

5 Q. Have you had any other incidents on the vessel, you
6 know, fires or any other type of incidents in your time on the
7 vessel, of noteworthy fashion I would say?

8 A. No, I can't say I've ever had something this
9 noteworthy before, or even close to it.

10 Q. Okay, the count of passengers, I've got 65. Was that
11 conveyed to you that day how many passengers you had onboard,
12 and if so what did they tell you?

13 A. Yes. Typically we put the number of passengers in
14 the deck log shortly after getting underway.

15 MR. CURTIS: Okay. That's all I have. I'll pass it
16 on to Joe.

17 BY MR. PELLAGIO:

18 Q. Yes, this is Joseph -- I don't know if you went over
19 this. But how long after departure was it when you went down
20 to the engine room to bleed the AC?

21 A. Probably only a few moments.

22 Q. Only a few moments. And that was when all four
23 engines were running?

24 A. Yes.

25 MR. PELLAGIO: Okay. That's all I had.

1 MR. WOODY: What time did you --

2 MR. CURTIS: Just identify yourself.

3 BY MR. WOODY:

4 Q. Bill Woody. You mentioned a Coast Guard vessel.
5 What time about did you go onboard the Coast Guard vessel?

6 A. It was -- I would say it was probably -- it was about
7 sunset, so approximately 21:00, I think it was.

8 MR. WOODY: Thank you. That's all I have.

9 MR. CURTIS: Okay, just so you know, Joe has to leave
10 the meeting now. I guess we'll pass it down to Ray. We're all
11 set now if you want to go ahead.

12 MR. COLICHI: Okay, Ray Colichi, Sector Boston Coast
13 Guard. Jay, I just want to confirm the generators, port and
14 starboard one and two, which one is one, which one is two?

15 MR. SPENCE: I believe the port one is designated as
16 one and the starboard is designated as two. I can't be sure,
17 though. We never refer to them by number, always by name.

18 BY MR. COLICHI:

19 Q. Okay. Some of these questions I had you answered
20 with Brian. The ventilation, was the ventilation secured, shut
21 down, the power ventilation?

22 A. Yes. Actually Commander Miller reminded me about the
23 ventilation when he came to the pilothouse with me after I
24 returned from the lower deck, and I secured it at that time
25 from the pilothouse.

1 Q. Okay. And they are blower supplied?

2 A. Yes, there are two engine room blowers, and they blow
3 air into the engine room.

4 MR. COLICHI: Okay. All right. Okay, that's all I
5 had. Some of mine were yours.

6 MR. CURTIS: Okay, Jay?

7 MR. SPENCE: I don't have any questions, Brian.

8 MR. CURTIS: Liam or Bill?

9 MR. WOODY: No, I don't.

10 MR. COLICHI: Brian.

11 MR. CURTIS: Yes, go ahead.

12 BY MR. COLICHI:

13 Q. I want to go back to the timeline. I think Bill
14 asked a question, what time the passengers went off.

15 A. He asked what time the captain left.

16 MR. WOODY: Yeah, what time the crew --

17 BY MR. COLICHI:

18 Q. Okay. After we saw the smoke -- I think we had a
19 time on that. But how far after that was when the passengers
20 actually went off to the *Laura*?

21 A. I would estimate about ten minutes.

22 Q. Okay, so from the time you saw the smoke they were up
23 on the second deck for maybe ten minutes before?

24 A. Yes.

25 Q. Well, they were offered up onboard and then departed

1 ten minutes or so after you saw it, initially saw it?

2 A. Approximately. I ushered them up myself. I arrived
3 in the pilothouse. I turned out of the channel to anchor the
4 boat. Shut things down. I helped -- I assisted in anchoring
5 the boat. And only a few minutes later the *Laura* came
6 alongside.

7 Q. Okay.

8 A. So probably -- it could have been 15 minutes, but I
9 would estimate 10 to 15 minutes.

10 Q. Okay. The fuel shutoffs were activated, right? And
11 from -- do you know what time those were activated, or
12 somewhere in the timeline?

13 A. Yes, the emergency fuel shutoffs were pulled right
14 after we dropped the anchor and shut down the last engine. Of
15 course, that shut down the generator.

16 Q. The generator.

17 A. And, of course, we had no 110 power thereafter.

18 Q. Do we have a time or rough time for that? Was that
19 answered or asked?

20 A. The fire was probably discovered at 16:20.

21 Q. Okay.

22 A. So if we anchored at 16:25 or 16:30, and probably the
23 *Laura* was alongside at 16:35 --

24 MR. CURTIS: Ray, Brian Curtis here. Ray, if you
25 check the -- we have an incident history from the Quincy

1 Police.

2 MR. COLICHI: Yes.

3 MR. CURTIS: I think in there it gives a pretty good
4 time of when they came alongside and all that.

5 MR. COLICHI: That's when the *Laura* did, when the
6 Quincy Police approached it?

7 MR. CURTIS: Well, I think basically they were both
8 alongside at about the same time. Is that correct, Captain?

9 CAPT. BODIE: I believe they were -- I believe they
10 were lying to our port side while we were offloading onto the
11 *Laura*. Because after we got all our passengers off and the
12 *Laura* departed, I believe that was my first communication with
13 the Quincy Police boat at that time.

14 MR. CURTIS: Go ahead, Ray. I'm sorry.

15 MR. COLICHI: That's okay.

16 BY MR. COLICHI:

17 Q. Ray Colichi, again. All right, I'm -- the *Laura* came
18 around 16:35. Shutoffs, were they secured at this point?

19 A. Yes, they were. We were completely shut down before
20 the *Laura* came alongside.

21 Q. So beside the anchoring and the *Laura* approaching or
22 tying up was when --

23 A. Was when the generator shut down for lack of fuel.

24 MR. COLICHI: Okay. Okay, that's all I have.

25 BY MR. CURTIS:

1 Q. Okay, Brian Curtis once again. Captain, just
2 briefly, the passengers were on the upper deck. Which side did
3 the *Laura* tie up on, and what was the path taking them from the
4 upper deck to get them to the *Laura*, if you would?

5 A. All right, the *Laura* came tied up on our starboard
6 side. Our stairway or ladder up to the second deck is on the
7 starboard side of the boat. So when the passengers offloaded
8 to the *Laura* they came down the ladder and stepped right
9 through the forward passenger door onto the "Laura."

10 Q. So that would be -- so they came down the starboard
11 ladder and they went out that forward starboard door onto the
12 *Laura*?

13 A. Exactly.

14 MR. WOODY: This is the main deck.

15 MR. CURTIS: Okay. Jay, are you all set?

16 MR. SPENCE: I think I am, Brian.

17 MR. CURTIS: Okay.

18 BY MR. SPENCE:

19 Q. There was just one question. You know, Steve was
20 asked when he got on the Coast Guard boat. The first boat he
21 got on was the Quincy Police boat, right?

22 A. Right. We -- the crew was -- all the crew went to
23 the Quincy Police boat first until I was asked to transfer to
24 the firefighter, which I did. And I stayed with the
25 firefighter pretty much until the dewatering process was pretty

1 far along. And at that time I switched over to the Coast Guard
2 vessel, which eventually it took us to the Hingham shipyard.

3 MR. CURTIS: Okay, Jay?

4 MR. SPENCE: Yeah, I don't have any other questions.

5 BY MR. LaRUE:

6 Q. Steve, this is Liam LaRue, NTSB. Could you just talk
7 to us a little bit about what you did once you were on the
8 fireboat, what you saw while you were over there, what exactly
9 they were doing?

10 A. Sure. What they were trying -- the information they
11 were trying to get from me was whether there was any other -- a
12 better access to the engine room than going down the vertical
13 ladders of the engine room hatch. I went on the boat briefly
14 with some of the firefighters. But by that time, since they
15 had already entered the engine room down those vertical
16 ladders, the main cabin was filled with smoke. So I couldn't
17 even stay on there more than a minute or two. I transferred
18 back to the fireboat. My main concern was, of course, the fuel
19 tank part of the engine room. And accordingly, they obliged me
20 by putting cooling water into the forward vents of the engine
21 room just to keep that area cool. Eventually they got one of
22 the soft patches up or hatches that was over the port inboard
23 engine up and they were able to more successfully fight the
24 fire from that vantage point.

25 Q. Were you over there for, you know, the whole

1 firefighting operation, or how long were you there and how long
2 did it take?

3 A. I was there for pretty much the whole time. It
4 probably started about 10 or 15 minutes before I got there.
5 But I was there for the remainder of it. The whole thing
6 took -- you know, this is just the impression, but at least an
7 hour or two. It seemed like it took to me at least an hour or
8 two.

9 Q. Did you go back on the *Massachusetts* after they
10 were -- you know, finished with the firefighting?

11 A. Yes. Once the smoke had gotten down to a breathable
12 level, I went back on the *Massachusetts* and assisted with the
13 hatch, the soft patch, getting it up.

14 Q. Could you describe the condition of the engine room
15 when you got back onboard, you know, how much water was in it,
16 what other, you know, firefighting agents they might have been
17 using?

18 A. The height of the water appeared to be over the
19 engines. So the compartment, I would guess -- I would estimate
20 was about two-thirds to three-quarters full of water. There
21 was foam on top of the water. I couldn't really see the engine
22 room itself, too much of the engine room itself until the
23 compartment was mostly dewatered.

24 Q. Did you see them using any fire extinguishing agents
25 on the engines themselves, like the turbos or anything like

1 that?

2 A. No, I wasn't in a position to really see specifically
3 what they were doing, except for the external cooling down they
4 were doing with the hoses through the forward vents.

5 MR. LaRUE: Okay, that's all I've got.

6 MR. CURTIS: Any other questions down there?

7 UNIDENTIFIED SPEAKER: Not from me.

8 UNIDENTIFIED SPEAKER: I don't have any, Brian.

9 MR. CURTIS: Okay. If you guys could just hold on
10 the line, I've got a couple of things to go through afterwards.
11 We just want to get off the recording.

12 Thanks a lot, Captain, for coming in. It's 10:30. I
13 guess that concludes the interview. Thank you, sir.

14 (Whereupon, at 10:30 a.m., the interview in the
15 above-entitled matter was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: M/V Massachusetts Fire
 June 12, 2006
 Interview of Captain Steven Bodie

DOCKET NUMBER: DCA-06-MF-016

PLACE: Boston, MA

DATE: June 29, 2006

was held according to the record, and that this is the
original, complete, true and accurate transcript which has been
compared to the recording accomplished at the hearing.

Phyllis Jarvis
Transcriber